



Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

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NOTICE OF GENERAL MEMBERSHIP MEETING

The next general membership meeting will be at 8:00 P.M. on Tuesday, April 3, 1979 at the Northwestern National Life Insurance Building at Washington Av. & Nicollet Mall.

Other general membership meetings scheduled for the 1979 season are:

May 15 August 21 October 9 December 4 January 15, 1980

Details, times and locations will be announced later.

ABOUT THE COVER

These rare photographs show the interior and exterior views of Twin City Rapid Transit #1310 as it appeared from 1908, when it was built at Snelling Shops in St. Paul, until 1928 when it was rebuilt with front exit doors replacing the private motorman's door. In those 20 years, passengers entered and left the car through the triple set of gates. To avoid confusion for the conductor, a "one-way" system was set up. A close look at the pictures shows that passengers entered through the two rearmost sets of gates (marked IN on the steps) and alighted through the frontmost set of gates. A handrail on the platform from the gates to the bulkhead kept incoming and outgoing traffic separate. Note the two (in and out) doorways through the rear bulkhead in the lower photo.

When #1310 received front exit doors in 1928, the separating handrail was removed as passengers entered through all three sets of gates and left at the front of the car. The rear bulkhead doors were rebuilt into one wide centered doorway (still with sliding glass doors). Three years later, #1310 was rebuilt again into a 1 man/2 man car identical in appearance to car #1300. Incidentally, note the mailbox on the rear of the car.

#1310 still exists! After being removed from service in 1954, #1310 was used as a cottage until it was put into a railroad museum near Annandale, Minnesota, where it is in need of much restoration. MTM wishes to thank Margaret Callander for granting us permission to reprint these rare photographs from the collection of her late husband, Harlow Callander.

MODEL RAILROAD SHOWS AT NORTHTOWN CENTER AND HAR-MAR MALL

Two large model railroad shows were held in the Twin Cities area in February and were very well attended. The Northtown Shopping Center on the north edge of Minneapolis hosted the first show the weekend of February 10-11. Har-Mar Mall in Roseville hosted the second show on Sunday, February 25. MTM was well represented at both shows with a great visual display with many members of MTM in uniform manning the booths and answering many questions from visitors about our operations. In particular, there were many inquiries about N.P. #328. Continuous showings of color movies and a new sound & slide show of MTM operations drew large crowds of viewers. We're sure we won a few more members into our organization and above all, promoted good will and new ridership on the Como-Harriet Streetcar Line for the coming summer. Many admitted that they have not visited the line yet and have not ridden a streetcar since 1954. And there are a lot of them. Our thanks to all of our volunteers for a professional show.

PRESIDENT'S MESSAGE

MTM has always aimed high. Ten years ago, it was fantasy to wish for a streetcar line at Lake Harriet. But we did it with a little help from our friends, and lots of cooperation among ourselves. Similarly, as far back as 1960 some of us were dreaming about having our own passenger train. Now we are on the verge of having one, complete with a shop, maintenance crew, and steam power on the point. Of course, if you have a train, you need a railroad. I am very confident that we will even have that in the not too distant future.

Success breeds success. If all of us can continue to put in the time, the funding can be found, and our aspirations will be realized.

This year's agenda is a mix of old and new business. After six years of work, our Duluth streetcar (No. 265) is finally nearing completion. We will build another car barn at Linden Hills, and move the car to the Como-Harriet Line this summer, where restoration will be finished. Track and overhead improvements still are needed to the line, which we should do this summer. The Como Shops elves are working nights and days on our steam engine NP No. 328, and are hoping to have it overhauled by this summer. We again have been asked to provide a train for Stillwater's Lumberjack Days celebration, August 3-4-5, and with luck, we will be able to send them a steam engine. Work on our CB&Q caboose is moving quickly with help from Burlington Northern, and we will continue work on our GN parlor-observation car, "Twin Ports."

Finding a railroad operating site is the most difficult and expensive task we have set for ourselves. Hundreds of hours have been spent on this over the years, and while we have learned the ropes, we have not yet succeeded. This is tremendously important to us, and we must keep at it until we obtain a permanent site.

I hope that each of you will think big while filling out your museum project questionnaire, and that you will show up for each project you select as you have in past years. Please feel free to call me if you have any questions or suggestions about what we are doing. 1979 promises to be another big year for us, and I look forward to working with each of you.

Bill Graham, President
925-4806

NEWS FROM THE COMO SHOPS

Great Northern Steam Engine No. 328 - The top priority project in the Como Shops is the restoration of this fine engine and tender. The record cold of this winter has not stopped a team of volunteers from coming to the unheated Como Shops to charge ahead and complete this restoration in time for a rollout and display this summer. A building within a building in the form of a polyethylene curtain around and over No. 328 and heated with a butane furnace has made working conditions in and around No. 328 bearable so that work may continue. As of this writing, the boiler work has been completed, the fire box is welded, the side rods have been removed, and both cylinders were taken apart. There were no rings in the cylinders! Some of the cosmetics such as sanding and priming has begun in earnest with the priming of the boiler and two drive wheels. The cab was removed and is being completely rebuilt. Work is also continuing on the tender. Our goal is to have No. 328 appear under her own power at Stillwater in early August. But it is going to take a lot of people to help us finish off No. 328 to make our target date. As the weather warms up, Como Shops will too and we can use your expertise. All members are welcome! Help No. 328 to roll again soon!

Duluth Street Railway No. 265 - This fine example of TCRT-built Twin Ports electric mass transit has not been left in No. 328's dust. A smaller team of volunteers has been working on the heated interior of this streetcar so that its roll-out may not be too far away. While the basic exterior was finished last summer (except for FRONT ENTRANCE and STOP 10 FEET BACK lettering which will be done this summer), the interior is getting all the attention this winter. A brand new oak tongue-and-groove floor is now being installed over a new subfloor and is expected to be down by the end of March. The double row of ceiling lights has been rewired and was turned on for the first time recently with brand new fixtures. All interior trim was removed, stripped, restained, varnished, and also has been put back in. The silver lettering with black outline is being painted onto the trim with the help of many slides taken of the interior before restoration began to assure authenticity to the last letter (and boy are there a lot of letters in that car). A visit inside and out of this car must be reminding of when this car was built back in 1915 when one sees all of the new materials. Other wiring, brake line work, and truck rebuilding remain to be done. Your help on this project is welcomed also. We're here every Wednesday evening from 7 to 10. Join us and help #265 join #1300 on the Como-Harriet Line soon!

CB&Q Caboose - Our CB&Q caboose (one of the oldest around) has been torn apart and the old parts are being replaced with new materials supplied by Burlington Northern absolutely free!

Ken Snyder, Bob Ball, Loren Martin

MEMBERSHIP DUES FINAL REMINDER

Members will find enclosed with this Minnegazette, a colored sheet which will serve as a FINAL reminder to those members who have not paid their dues up through Dec. 31, 1979. Because we now have almost 300 members, it is impossible to send every member a personal bill for their dues as has been done in the past. Therefore it is the responsibility of each member to follow the instructions on the enclosed sheet and complete their obligation in a timely manner (not later than April 15). Also enclosed with this Minnegazette, you will find a copy of the 1979 Membership Directory. If there are any changes to your address or phone number during the year, please contact me as soon as possible with the new information so I can keep the museum officers informed and so you will continue to receive the MINNEGAZETTE. We all owe a big round of applause to Russ Olson who did such a fine job of preparing the Membership Directory again this year. Periodically, a member may not get a Minnegazette because it is "lost in the mails", the mailing firm "makes an error", etc. ... I have a supply of extras that may be available for replacement of your "lost" one. Contact me and if I have one left over from sending them out to new members, I'll send it to you for a charge of 50¢ for postage. Thank you for all your cooperation in helping me get a "handle" on the dues.

Scott Heiderich, Membership Secretary

1966 Portland Ave.

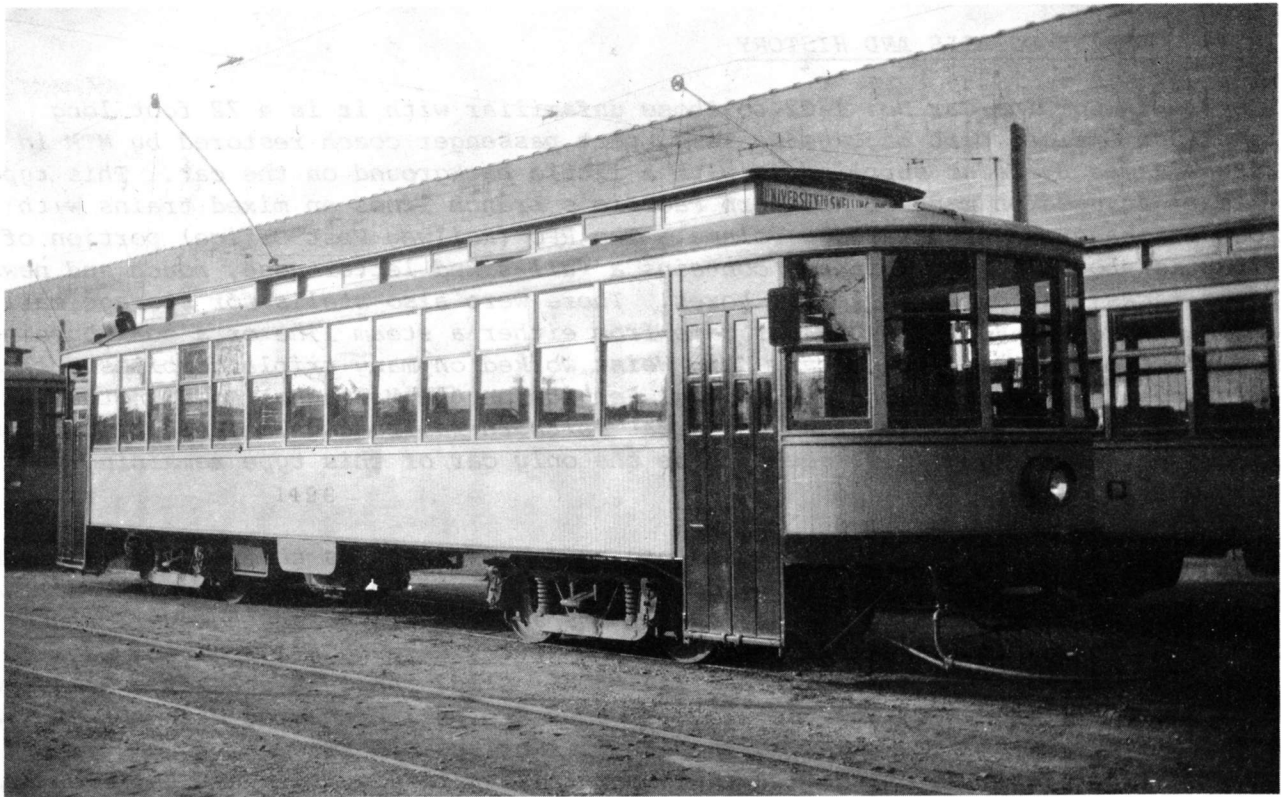
St. Paul, MN 55104

Telephone: (612) 645-3333

HAPPENINGS

See the enclosed coupons for 1) "The Electric Railways of Minnesota" by Russell L. Olson, being offered for a limited time for \$25 tax incl. and 2) the 2nd Annual MTM Amtrak Special to Duluth on April 21. See coupons for details.

If you have not done so, please return the Restoration/Construction-Maintenance/Operations Survey to George Isaacs immediately so that schedules may be prepared.



Recognize Twin City Rapid Transit #1496? Yes, it's our "Trolley Church" which MTM acquired in 1976 (Minneapolis, Nov-Dec 1976) and is in the Como Shops awaiting future restoration. This photograph from the Ken Fletcher collection shows #1496 in its earlier two-man wood-sided gate car appearance. Built in 1912 at the Snelling Shops in St. Paul, #1496 was rebuilt with front exit doors in 1923 and appeared as pictured above until 1934 when it was rebuilt again into a one-man car similar in appearance to #1300 except that #1496 later also received steel sheathing to replace the rotting wood sides. In 1953, #1496 was taken out of service and sold to a couple who used it as a church for many years until its resale to MTM in 1976. All Twin Cities and Duluth streetcars (except lightweights) were originally built as gate cars and it is MTM's desire to operate such a car some day. When #1496 undergoes restoration, a decision will be made to either restore the car as pictured above, or as its current steel-sided version. Any preference, members?



"CANNED HEAT" FOR #265

On a bright 10-below zero day in February, Phil Epstein and Ray Benson, Jr. replenished the propane gas supply for heating Duluth streetcar #265 undergoing final stages of restoration at MTM's Como Shops. This semi-annual chore provides 100 lbs. of gas per fill in a 40-lb. cylinder. Epstein and Benson also picked up a 12 ft. 3 in. diameter pipe donated for NP Triple Combine #1102 to allow completion of a mail crane device for the car's RPO section. Photo by Phil Epstein.

TRIPLE COMBINE DETAILS AND HISTORY

The Triple Combine Car No. 1102 to those unfamiliar with it is a 72 foot long part Post Office, part baggage-express, part passenger coach restored by MTM in 1978. James B. Weist supplied us with a little background on the car. This type of car was used on many of Northern Pacific's branch lines on mixed trains with low patronage and high baggage volume. The RPO (Railway Post Office) portion of #1102 is about 15 feet long and contains a full-sized letter case, pouch and newspaper racks, and overhead letter boxes. There were also stalls for storage mail, and a bathroom. Heat for the car came from either a steam line or a coal-burning Baker heater in the baggage car. Mr. Weist worked on many triple combines such as #1102 as an employee of the U.S. Postal Service on the Milwaukee Road in the Dakotas and Montana. The Soo Line and Great Northern railroads also used triple combines, but at present #1102 seems to be the only car of this type remaining and in good working order.

Exact records on #1102's complete history no longer exist as the records (Mail RPO runs, clerical records, operating equipment, etc.) were destroyed when the Railway Mail Service (RMS) was liquidated. Bill Marshall and Mr. Weist, however, found facing slips and labels in the cracks of the letter case on #1102 dating back to the 1950's showing where #1102 travelled then. #1102 ran on the Leeds & Jamestown RPO, James & Wilton RPO, and the James & Oakes RPO, all connected with the St. Paul & Miles City RPO at Jamestown, North Dakota. Retired RPO Foreman, Doug Horsnell, who for many years ran on the International Falls & Little Falls RPO believes that #1102 also ran on the daytime RPO run from Little Falls to Kelliher, Minnesota.

Our Triple Combine car is a very fine car which is 100% authentic and complete with two genuine catcher arms. Mr. Weist hopes that we can include an official postal cancellation on #1102's cards and covers to our visitors. It is hoped that besides being displayed at Stillwater's Lumberjack Days, #1102 might be displayed elsewhere such as at or near the Minnesota State Fair so that large numbers of people might see the fruits of the labor of the all-volunteer Minnesota Transportation Museum in the field of historical transportation.



Recognize the mail stamps? Bill Marshall supplied these cancellations from the RPO. They are (from L to R) Duluth & Minneapolis, Duluth & St. Paul (Great Northern Route), Chicago & Minneapolis - the most famous midwestern railroad mail service (The Milwaukee Road), St. Paul & Miles City (Northern Pacific), St. Paul & Williston (Great Northern), and Minneapolis & Sioux City (C, St. P. M & O). MTM now owns these cancellers and others.

James B. Weist, Bill Marshall

MTM RECEIVES DONATION

The MTM recently received a donation of numerous railroad memorabilia from Elton Noard of Minneapolis, a retired TCRT-MTC employee. Among the souvenirs is a complete set of 3-ring binders containing the timetables and logos of every major railroad in the United States. MTM wishes to thank Mr. Noard for these valuable items. We hope to have a place to display these items to the general public some day.



MINNESOTA STREETCAR MUSEUM

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We Make Minnesota's Electric Railway History Come Alive!